

June Aug 1966

SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS

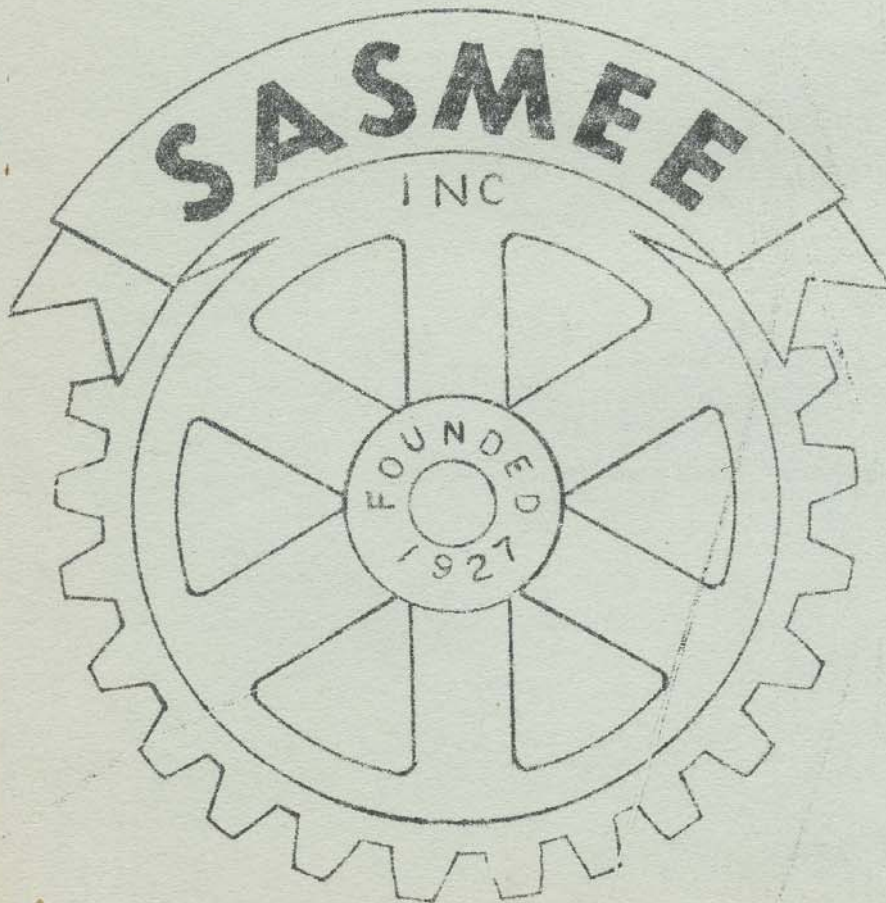
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S A S M E E

BULLETIN

THE OFFICIAL JOURNAL OF THE SOUTH AUSTRALIAN SOCIETY

OF MODEL AND EXPERIMENTAL ENGINEERS.



EDITORIAL

With the advent of our new year, it is interesting to look back and consider what we have accomplished. This need not necessarily be in terms of actual work performed at our Park but to my mind goes slightly deeper than that.

Firstly we have on 3 separate occasions been the instrument of assisting children less fortunate than our own. Two of these were the direct means of raising useful sums of money and the third (B.P. Social Club) brought home to all of us the meaning of Christmas.

The impact of our activities on the Public should be regarded as an accomplished and conversations I have had with visitors bears this statement out.

Leaving the abstract for more practical affairs, reveals a surprising amount of modelling engaged in by members. More of this on another page. On the maintenance and constructional side of S.A.S.M.E.E. one can see the difference that 12 months of work have done for our Society. I would like to think that these few remarks will encourage all of us to go forward into the New Year determined to make it the best that we have experienced.

With Murray Mitchell in the chair, the annual election of offices proceeded smoothly and with only a few changes from that of last year. Members showed their confidence in John Welch by retaining him for another year and also Ralph Excell as Treasurer and Frank Earle as minute secretary. John Wakefield will make his presence felt as a Committee Member and we all wish him the success he deserves in his new role.

The safety Committee has gained a useful figure in Owen Thomas, who has many years of S.A. Railways experience behind him:

EDITORIAL (Cont'd)

As our President said, "I have a first class team to work with".

OBITUARY

It is with deep regret I have to announce the passing of another of our four Founders, Eric Bowes who passed away on March 22nd, who worked hard to get our club established.

In 1926 Eric was a clerk at the Glass Works, Reg Lynch who passed on last year was chief Electrician and myself a maintenance fitter.

Many were the hours we spent discussing ways and means of starting a model engineers club, meeting the late Vic Messer through the pages of the Model Engineer, we eventually made a start.

Our first meeting at Vic Messer's shop in Kingsway building, Flinders Street on May, 1927, Eric was elected our first secretary and treasurer a position he held for many years. It was mainly through his untiring efforts that our first constitution and rules were drawn up, and that speaks well for his efforts when we only revised them last year. Finance was a problem in those days as our numbers were small, so to make ends meet Eric printed the monthly notices on a Jelatine Duplicator. That was a tray of Gelatine on which a sheet of paper written in special ink was pressed to make the stencil and the required number of sheets pressed on the stencil.

He spent a lot of time writing and interviewing firms for the splendid visits we had nearly every month in those days. Eric was always keenly interested in the Historical side of railways and became one of the best Authorities on the History of the South Australian Railways and on several occasions has supplied the Railways with past information.

He also played a large part in forming a Branch of the Australian Railways Historical Society having a wonderful collection of photo's, drawings and information of every description.

OBITUARY (Cont'd)

Despite his keen interest in Models he never found time to make any, but greatly admired our new track and grounds. His visits to us was quite frequent.

He will be sadly missed by the older members.

Written by Claude Miller.

QUARTERLY AGENDA

GENERAL MEETINGS: 2nd Tuesday each month at 8.00 p.m.

14th June Paul Griscti will deliver a talk on Pattern and Core box making. This will prove of great assistance to all modellers, particularly to those not connected with the engineering trade.

12th July Mr. B. Greer, of the Institute of Technology will speak on Diesel Powered Locomotives. This important phase at modern transport is highly interesting and a full attendance is requested.

9th August Annual show of work. Bring along all of your bits and pieces and show your fellow members what you have accomplished.

INTERMEDIATE MEETINGS (Informal)

4th Tuesday each month at 8.00 p.m.

28th June, 26th July, 23rd August.

COMMITTEE MEETINGS:

1st Tuesday each month at 8.00 p.m.

7th June, 5th July, 2nd August.

WORKING BEES (Official)

1st Saturday each month at 12 noon.

4th June, 2nd July, 6th August.

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QUARTERLY AGENDA (Cont'd)

PUBLIC FIELD DAYS

3rd Saturday each month 2 - 5 p.m.

18th June, 16th July, 20th August.

CANTEEN ROSTERS

GENERAL CLUB MEETINGS (Tuesday nights)

<u>June</u>	<u>July</u>	<u>August</u>
T. England	M. Turner	J. Moorfield
M. Dunkley	A. Frankham	P. Griscti

FIELD DAYS (3rd Saturday each month)

<u>June</u>	<u>July</u>	<u>August</u>
J. Mell	F. Hercus	F. Earle
G. Thomas	G. Thomas	G. Thomas

Reserves

J. Spry, D. Irving,
C. Miller ('Phone 46.1520)

NOTE: Do not forget the milk.

INTERSTATE SCENE

Surry Hills Steam Locomotive Society.

I have just received Stan's latest news sheet in its new form and very attractive it is.

He mentions that shortly he will be retiring from work and hopes to visit clubs ranging from Queensland to Western Aus. He also mentions that owing to the magnitude of the Moorabbin Project, the Eastern Interstate Gathering of 1967 which was to have been held in Melbourne will instead probably take place in Adelaide.

Surry Hills Steam Locomotive Society (Cont'd)

Bert Kirby advises that he now has complete sets of castings for "Maisie" in 3½". 82 pieces in all, price of full set \$42.=
Bert's address: 267, Pascoe Vale Road, Essendon, Victoria.

Queensland Society of Model and Experimental Engineers.

The "Oilcan" advises that the name and address of their new secretary is: Mr. David Jenkins, 14 Ovendean Street, Yeronga, Brisbane.

A brief specification for a Fowler "0-6-0" Steam Loco sounds very interesting, particularly as it is proposed to build it in 7¼" guage.

A simple Centre Finder is described and its construction could interest any fool minded member.

The first part of a series of articles about swindon and its Locomotives makes good reading.

Also received from Brisbane a copy of the official Guide (1965) of the Model Railway Exhibition.

Whyalla Society of Model Engineers.

Rory Shore has sent an invitation to visit Whyalla for the Queens Birthday long weekend. He promises a highly interesting time for all who make the trip. I understand that about 12 S.A.S.M.E.E. members plus 6 locos will be heading North to try out this progressive club's improvements.

NEWS IN BRIEF

Our library has gained a useful number of early "Model Engineers through the kindness of Mr. Mortess, Goodwood Road, Clarence Pk.

S.A.S.M.E.E. is now sending the "Bulletin" each quarter to the "Model Engineer", England, with the hope that it will assist intending migrants interested in Model Engineering.

Member Keith Bradford sprung a pleasant surprise on me by an invitation to witness foundry work in his home workshop recently.

NEWS IN BRIEF (Cont'd)

A fire-clay lined 4 gallon drum and an old vacuum cleaner comprised his furnace. I brought along some scrap bronze and Keith moulded a few "Brittania" patterns. In a hour or so he produced some excellent castings. He has also cast his "Firefly" cylinders, wheels etc. and this core making is really excellent.

Have you ever thought of tallying up just how many locos are in course of construction among our members? Owen Thomas and yours truly went through the roll and came up with the figure of -----? Try working it out and then see if your figure agrees with ours. Look under "The Bangor Boat".

Your attention is drawn to a "Monster Steam Rally" to be held at Echunga Showgrounds, June 12th. It is being sponsored by The Rotary Club of Echunga and proceeds will be devoted to a worthy cause. It is hoped to arrange for: steam rollers, tractors, Engines, Hot rods, Motor Cycles, Steam Merry-go-round, Model Train Rides etc., for further details contact: W.J. Waterhouse, 106, Haverfield Street, Echunga.

On Thursday May 17th, members made a conducted tour of the South Australian Rubber Mills at Edwardstown, a highly interesting and instructive evening was spent there and our thanks are due to the management for making the visit possible.

We at S.A.S.M.E.E. are sorry to hear of Cec McKellar, Sec. of Sydney Live Steamers, illness and being unable to attend the Sydney Convention at Easter. All members wish him a speedy recovery.

Morrie Turner is very curious to know what the conversation was between Frank Carrig and a Police Patrol, on the road between Goulburn and Mittagong after the Sydney do. We all sincerely hope that it was of a friendly nature. Perhaps, Frank, you will relieve him of his suspense?

On a recent Field Day, a small boy approached Bill Perrin and very solemnly offered to buy his steam Drifter. After some bargaining Bill managed to get a firm offer of 1/-. At the time of writing I have not heard whether the Hire Purchase documents have been completed on the deal.

NEWS IN BRIEF (Cont'd)

A successful Barbecue was held after a recent Field Day and was followed in the evening by an excellent Film show by courtesy of B.P. Australia.

What is your re-action to a wanted: to sell, buy or exchange feature in the Bulletin. Only that of interest to modellers to be considered?

B.P. Australia sends film unit to S.A.S.M.E.E.

On Saturday, May 21st Field Day, we were favored with a visit from members of B.P. Bob Dyer Pic-a-box T.V. film unit, Mr. John Harlow, Journalist, will compose a commentary on the film and this in turn will be spoken by Bob Dyer.

Pick-a-box Cameraman, Dan Cronin, spent a busy afternoon filming the various aspects of S.A.S.M.E.E. activities and secured some excellent shots of members locos and boats. Marcus Brownrigg, also cameraman but filming 'stills' took a number of shots for the B.P. "Accelerator". Later in the year the film will be used as the Commercial Segment for Bobs show and will be televised in all states. It should prove a splendid boost for our Society as millions of viewers will see at first hand the fascination of modelling. The visit will further strengthen the goodwill between B.P. and S.A.S.M.E.E.

I would like to thank Mr. Lucas, Publicity Dept. of B.P. for his part in making the arrangements for that which will doubt prove to be a mutual benefit.

Readers of the Model Railway Press will shortly become aware of plans for a Congress of enthusiasts in England in 1971. Stemming from the British Region's application for the N.M.R.A. National Convention in that year word has spread throughout Europe and it is now hoped that MOROP, the European equivalent of N.M.R.A., will also hold its annual 1971 meeting in Britain at the same time.

This will mean a tremendous influx of modellers into that country at this period,

NEWS IN BRIEF (Cont'd)

and not for many years will it again be possible for so many followers of the model railway hobby to gather together. Therefore, it behoves us all in this part of the world to consider planning now to be in Britain and take part in the activities.

At the S.C.R. Easter Convention in Melbourne it might be worthwhile to discuss this matter and lay plans for a combined Australian and New Zealand contingent to travel, possible via the U.S., to take part in this world meeting.

It is well known that multiple bookings would greatly reduce the cost of travel. Start saving now. You have five years to build up a special "Congress" account. Open one now!!

The following is a description of Herb Croker's latest production, a beautifully constructed radio controlled model of the Paddle Steamer.

"THE BANGOR BOAT".

Paddle Steamer "Slieve Bearnagh", built 1894, known in Belfast as the "Bangor Boat".

A working model paddle steamer, designed and built by Herbert Croker.

The model has electric drive and is completely radio controlled.

Built to a scale of $\frac{1}{4}$ " to 1foot, the model is 52 inches long.

The paddle wheels have feathering blades. Each blade enters and leaves the water edge on.

An unusual feature of this paddle steamer is that the funnel is forward of the bridge, this was common practice on the earlier paddle ships.

The speed of the model is one m.p.h. but as it is one fiftieth of full size this represents a speed of 50 m.p.h. in the full size of ship.

THE BANGOR BOAT (Cont'd)

Actually the "Slieve Bearhagh" had a speed of 21 knots. She was one of the fastest excursion paddle steamers of her day.

One of the attractions in a trip on a paddle steamer was to go down on the lower deck to watch the engines, those big fascinating gleaming steel cranks slowly turning, symbols of the effortless power of steam. To listen to the reciprocating harmonies of those big slow engines, the rhythmic beating of the paddles and an occasional thunder of her steam whistle.

Think of all that and the joys that steam engines and paddle steamers brought to us in those days-- as you watch the "Bangor Boat" cruising gracefully on the water, as her prototype did in the days of steam.

Approximately 35 locos under construction.

I hear that Alec Bradley gave his "Maisie" a run on Saturday May 14th. It hauled several adults with ease and seemed to have plenty of power, but some adjustment to the springs seem indicated. It should prove a welcome addition on the track.

The following should prove once and for all why a ship is called 'SHE'

WHY A SHIP IS CALLED SHE?

A ship is called 'she' because there is always a great deal of bustle around her.

There is usually a gang of men about.

She has a waist and stays.

It takes a lot of paint to keep her good-looking.

She can be all decked out.

It takes an experienced man to handle her correctly.

WHY A SHIP IS CALLED 'SHE' (Cont'd)

She generally has elegant top-sides and shows nice lines.

When coming into port, she always looks for the buoys.

It is not the initial expense that breaks you, it is the upkeep.

RECENT ACTIVITIES (Field Day April 16th)

A group of 8 adults and 27 boys from the Gumeracha District Boy's club spent an enjoyable afternoon with us and many were the favorable comments I received from our visitors.

On the same afternoon we were host to 13 boys of varying ages from the Glandore Boy's Home under the care of Mr. Andrew. It was pleasant to extend a friendly hand to these lads and they concluded their visit with the wish that they could come again.

The highlight of the afternoon was Herb's new paddle steamer, "The Bangor Boat".

April 30th Field Day in aid of Apex Club Blackwood.

We were favored with a bright sunny afternoon which attracted a large attendance, who were held enthralled with train rides, speed cars, boats and stationary working steam models. Apex members looked after the following:

Canteen: Mrs. Carepels, Mrs. Scroop, Ted Brice, John Waldron, Jack Katon.

Gate: Tony Kimber

Coke Stand: Trevor Bowey, Brian Boyd, J. Gomersall.

Station: Ian Babidge, John Hanley.

S.A.S.M.E.E. members who made the day a success are as follows:

Steam House: Bob Smith, Denis Irving.

Speed Cars: Bob Lever.

April 30th Field Day in aid of Apex Club Blackwood (Cont'd)

Broadcast: Alen Frankham

Boats: Norm Kernick Hydra plane and cargo boat
Bill Perrin Steam Drifter
B. De Young Steam Yacht
Herb Broker R/C Paddle Steamer
Geoff Cramm of Jongala made the trip and demonstrated his R/C cabincruiser.

Locos: Morrie Turner 5" Brittania
Max Dunkley 5" Springbok
Tom England 3½" Brittania
John Wakefield 3½" Batambock
Murray Mitchell 3½" Brittania

My apologies if I have missed anybody.

Editor.

On Wednesday Evening May 18th I received a surprise visit from Max Muchenberg of Wyalla Model Engineers club. He left for Melbourne the next morning for a holiday, and had taken the opportunity to drop in and discuss the trip to Wyalla on the Queen's Birthday weekend. They are looking forward to our visit and we are assured of an enjoyable stay.

A warm welcome is extended to new members:

Brian Homan, John Judd, Allen Mackay.
We hope that you will join in all activities of S.A.S.M.E.E. and spend many pleasant hours modelling.

Annual Steam Convention held in Sydney 8th - 11th April, 1966.

By now, you will probably have heard first hand from members, who attended the conversion, at the hospitality of our own Sydney friends, so that words of mine cannot do justice to this highly successful gathering of modellers. Our boys are full of praise for the ground-level track and quite a few have been converted to this type of set-up. Fine weather prevailed and no doubt contributed to the enjoyment to all present.

Annual Steam Convention (Cont'd)

Judging from slides shown by some of our members on their return, some very fine examples of low modelling were seen in action and should prove an incentive to all. Through the generosity of the host club a Sydney Harbour cruise was greatly enjoyed and resulted in a fine collection of colored stills.

It is fortunate that a wonderful trip was marred by the theft of cameras etc. from some of S.A.S.M.E.E. members on their way home.

At the meeting held to discuss Boiler construction and testing and safety measures some valuable suggestions were made and no doubt a highly acceptable set of rules governing this important side of modelling will emerge and become standard throughout Australia.

Our congratulations to Sydney Live Steamers for a truly wonderful convention.

On the lighter side, the night life of Kings Cross exerted a strong draw-bar pull on certain S.A.S.M.E.E. members and some highly interesting and vivid details were confided to me.

By the way, there is no prize offered for identifying the character pictured inside back page (but your guess is as good as mine)

A NIGHT IN A SYDNEY WORKSHOP (Written by John C. Welch)

Whilst in Sydney at Easter time I and several other members had the privilege of a visit to John Mann's Workshop where a most enjoyable evening was spent. It is a well equipped workshop consisting of Myford Super 7 lathe, 6" electric grinder, Bench Drill and a very useful press which he has made from surplus aircraft parts, as well as a useful array of tools. There were a number of small stationary engines of various types and a very fine model of Virginia in 5" built by Allen McKellar, also a Dyak loco under repair. Having been shown around the workshop and talking modelling from all angles we were then entertained with some of John's 8mm movies and to those who have not seen his films you have a treat in store as I mentioned before he is keen on hydraulics and one of his films gave a very exacting illustration as to how they operate

A NIGHT IN A SYDNEY WORKSHOP (Cont'd)

under pressure much to everyones interest. During the evening we were not allowed to go thirsty and the whole evening went fat to quickly. To climax the night John's wife had prepared supper for us all this was greatly appreciated by all. Again my thanks to you and your wife John, but beware!! We'll be back.

RIDING ON THE BIG ONES. (By John Wakefield)

While in Sydney with several other members of S.A.S.M.E.E. for the 10th Annual Australian Live Steam Convention conducted by the Sydney Live Steam Locomotive Society at Easter, my wife said she would like to visit an old girlfriend in Newcastle. So I thought to myself, here's an opportunity to kill two birds with one stone, we'll go up by train, "I said". Wasting no time, I promptly went into Sydney Central Station, and booked the seats on the 9 a.m. Newcastle Flyer. To save parking our car in the city, I parked at a suburban station, Chatswood, and caught the electric train into Central. Boy, what a way to travel, at that time of day we became just another sardine in the early rush to get into the city.

"The Flyer" was in the station when we arrived there, with an electric loco at the head. The cars are air conditioned with a special Power unit to cater for it. Being a typical railway admirer and model engineer, I had a word with the driver and prompted him to see what the chances of a ride in the cab were. He was a little dubious for a start, but soon became interested when I mentioned that I came from Adelaide and was building a model loco, and had come to Sydney for a Live Steam Convention.

Well I thought I had better do the right thing by my wife, so I travelled in cars as far as Gosford, the end of the Electrification and about 50 miles from Sydney. The driver said to come and see him there, and if there were no inspectors around to bring a pair of overalls, which I made sure I brought with me I could ride in the cab to Newcastle, about another 55 miles.

The driver assured me that steam power, usually a "38 class", works the train to Newcastle, but you can imagine my dismay (and my wife's mirth) when a Diesel backed on. Any-way I had

RIDING ON THE BIG ONES (Cont'd)

my overalls on, so I climbed up. I was a "44 class" exactly the same as "930's" with a cab both ends. It seemed that with two extra freight vans on the train with perishables on, it raised the tonnage by 90, too heavy for the steam to cope with.

It turned out that the same crew were working the same train, that we were to catch back in the afternoon, so the driver suggested that I come to the cab, and see if a steam loco was attached for the return trip. Sure enough, when we arrived at the station to my relief, a "38 class" was at the head end. After seeing my wife settled in the car, I promptly donned my overalls, and once again joined the crew in the cab, this time, a steamer.

At 4.43 p.m. we were on our way to Besford, non-stop in about 50 minutes. The "38 class" are a very good steamer, and cruising along at 60 m.p.h. with 70 reached on several occasions, the driver had the regulator wide open, and the wheel notched almost to the centre. The fireman had a fairly easy job, with good coal over-there, he only put a fire on about six or seven times and with fire box door open all the time.

All too soon we reached Gosford, where I thanked the driver for his letting me in the cab, and went back in the car with my wife for the rest of the trip to Sydney. My trip over there was complete driving the scale model engines over the weekend, and riding on a big one, I was as happy as any model engineer could be.

RAILWAY MUSEUM (By courtesy of John Morris)

The South Australian Division of the Australian Railway Historical Society is at present busily engaged in establishing a Railway museum in Adelaide. With the successful formation of a Railway Museum in Victoria an approach was made to the South Australian Railways' Commissioner in February 1963, a grant of 2 acres of land in Railway Terrace, MILE END was forthcoming from these talks, together with the offer of Locomotives, rolling stock and track to place them on.

The first locomotive on the site was P class No.117, a 2-4-0 tank built by James Martin of Gawler in 1893, months of hard work laying tracks followed this and the next to locos to come into

RAILWAY MUSEUM (Cont'd)

the museum were No.702, a "Mikado" and No.504 "Sir Tom Barr Smith" both these engines were built by Sir W.G. Armstrong Whitworth, Newcastle on Tyne in the 1920's. The Silverton Tramway Company of Broken Hill generously donated two locos from their system, namely "Y" Class No.12 and "A" Class No.21. These engines were hauled "dead" from Broken Hill to Terowie on a special Tour train last year and were lifted on to low loader trucks for transport to the museum on the broad gauge. The S.A.R. 107 ton breakdown crane was then used to lift them into the final resting places. Latest acquisition has been an 0-6-0 tank loco "Perrone" which was used for shunting at the Port Pirie Smelters.

As they become condemned the following engines are expected to be preserved, Rx93, a 620 class, No.523 "Essington Lewis" and "F" class tank, 400 calss Beyer Garrat ex Peterborough, "Y" No.97 and a "T" class. The Commonwealth Railways Commissioner has kindly granted the Society "NM" class a narrow gauge engine from the Port Augusta system, it is hoped to steam this engine to Terowie later this year.

Various items of rolling stock have been obtained or have been earmarked for preservation. The work of restoring the engines is naturally of major importance, this is carried out by a very enthusiastic group of young members, the "P" class engine is nearly completed and No.504 is receiving the first undercoat. Apart from restoring the locos work also goes on beautifying the area, to this end lawns and trees have been planted and it is hoped that eventually a park like setting will surround the area.

The Society feels that this Museum in years to come will provide an interesting and educational exhibit for the people of South Australia.

COURTESY OF JIM RAMFORD.

The following hints will enable you to obtain the best results from this injector.

1. It is absolutely imperative that there be no air leaks in the water feed pipe and the minimum recommended bore is 7/64" Sharp bends and such like restrictions must be avoided.

COURTESY OF JIM RAMFORD (Cont'd)

2. It is preferable for the water valve to be housed in a small sump below the bottom of the tender and that it be always immersed in the water. (This reduces the possibility of air leaks). Always maintain caps on the injector and water unions when not in use to prevent the entry of foreign matter.

3. Adjustment has been made with the water temperature at 70°F. The performance will vary as this changes; above it will fall off, below it will improve. As the water temperature rises, dribbling will occur at the overflow but the injector will still feed up to approximately 85°F.

4. Some adjustment can be made by letting in or packing out the steam cone in increments of .002" to .003"; In to lower the pressure, Cut to raise it. There is, however, a limit to which this can be done.

5. To operate: Turn on the water first, wait a few seconds, say 3 or 4, then turn on the steam fairly quickly and at least one full turn. (The few seconds wait is to ensure that water is coming from the overflow).

6. Operating adjustments will be found by experience, but the following will help.

(a) If dribbling is evident it can be adjusted by slowly closing the water valve. As the pressure decreases so the valve will need closing further to maintain a dry feed. This is only desirable and essential as the injector will continue to work despite the dribbling.

(b) If this does not stop the dribble try throttling back the steam valve. Some adjustment can be made in this way.

(c) If it still persists then the water is hotter then desirable and no adjustment can be made. However, this does not mean that the injector is not feeding providing water is not squirting from the overflow.

(d) As you become familiar with the injector and gain some practice by operating it, you will find it is only a matter of turning on two taps and you will wonder why you ever bothered with pumps.



P A T R O N

Mr. J. A. Fargher

Commissioner, S.A.R.

VICE-PATRONS

Mr. A. W. Crossman
Mr. Harley Hooper

C.M.E. S.A. Railways
Curator, Science Museum

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